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DERWENT-WEEK: 199207

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TITLE: Torsional damper for
automobile steering system - has
stator, and internal
rotor attached to steering shaft,
and controls voltage
to activate electro-rheological
damping fluid

PATENT-ASSIGNEE: ANONYMOUS [ANON]

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PATENT-FAMILY:

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ABSTRACTED-PUB-NO: RD 333099A

BASIC-ABSTRACT:

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The damper consists of a two piece outer housing (1). (stator) and an internal rotor (2), attached to the steering shaft (3).

The damper provides a variable amount of damping to the steering system based upon current road and driving conditions through a controller (4). The inputs to the controller could consist of the vehicles' speed and also the degree and rate of the turn just performed. The output of the controller then provides the damper with the correct, potentially varying voltage signal required to activate the electrorheological fluid in the damper and apply the desired damping to the system.

USE/ADVANTAGE - Electro-rheological torsional damper for use in automobile steering system. Provides driver with tuneable steering system feel, and predictable return of steering wheel to 'on-center' position at completion of turn.

CHOSEN-DRAWING: Dwg.1/1

TITLE-TERMS: TORSION DAMP AUTOMOBILE STEER
SYSTEM STATOR INTERNAL ROTOR ATTACH
STEER SHAFT CONTROL VOLTAGE
ACTIVATE ELECTRO RHEOLOGICAL DAMP FLUID

DERWENT-CLASS: Q22 X22

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EPI-CODES: X22-C05;

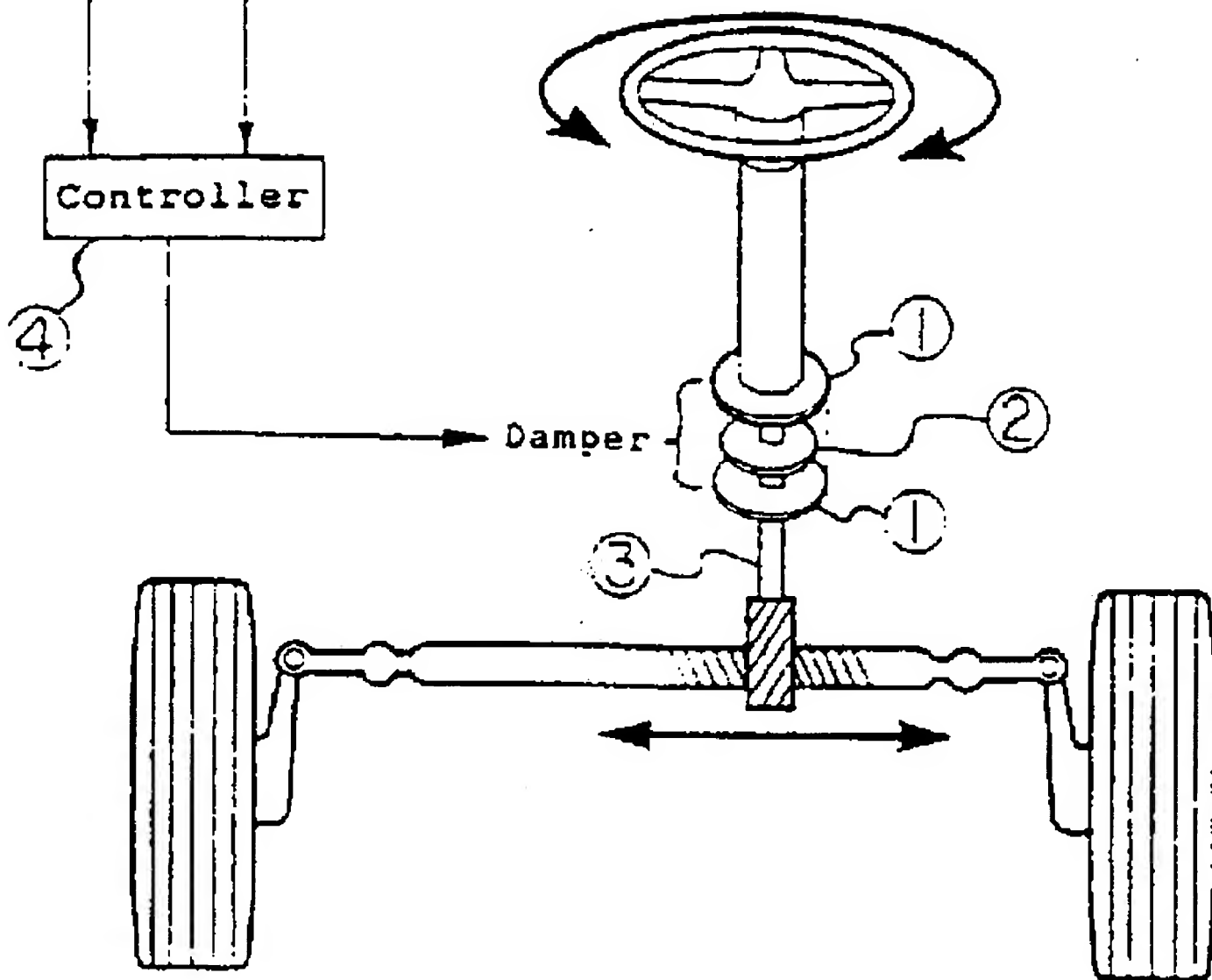
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Vehicular Speed

Rate and Degree of Turn



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FIGURE 1

Electro-Rheological Torsional Damper For
An Automobile Steering System